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[REDACTED]
Copy 11 of 12

19 JUL 1971

MEMORANDUM FOR: Director, CIA Reconnaissance Programs
SUBJECT: Program Progress Report

Forwarded herewith are three copies of the IDEALIST
Program Progress Report for the period 1 April 1971 -
30 June 1971.

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[REDACTED]
WENDELL L. BEVAN, JR.
Brigadier General, USAF
Director of Special Activities

Attachments -
As stated [REDACTED]

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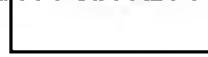
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SAS/O/OSA [redacted] (8 July 1971)

Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
- 10 - D/M/OSA
- 11 - AMS/OSA
- 12 - RB/OSA

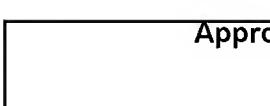
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Section 1

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 April 1971 - 30 June 1971)

I. AIRFRAME

A. Transfer of Aircraft - Two U-2C aircraft, serial numbers 348 and 349 were delivered to Lockheed facility at Palmdale for use in the NASA Earth Resources Project on 23 April 1971.

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C. Light Weight HF Radio - Procurement of the new Light Weight HF Radio has been approved. Contract negotiations to provide this new equipment for the entire fleet have been completed. The new equipment, which provides a reduction of 86 pounds in total weight, will be installed at the base of the vertical stabilizer close to the antenna. Present equipment is located in the E-Bay and requires a long cable run to the antenna.

D. U-2R Flight Test and Operational Training Summary

| | <u>1 APR-30 JUN</u> | <u>1 APR-30 JUN</u> | <u>TOTAL</u> | <u>TOTAL</u> |
|--------------|---------------------|---------------------|--------------|---------------|
| | <u>FLTS.</u> | <u>TIME</u> | <u>FLTS.</u> | <u>TIME</u> |
| 1 - 051 | 43 | 144.7 | 315 | 1061.1 |
| 2 - 053 | 44 | 136.8 | 290 | 1079.6 |
| 3 - 054 | 35 | 105.5 | 326 | 1050.4 |
| 4 - 055 | 26 | 88.0 | 361 | 1132.1 |
| 5 - 057 | -- | --- | 355 | 1211.4 |
| 6 - 058 | 30 | 78.6 | 408 | 1302.1 |
| TOTAL | 178 | 553.6 | 2055 | 6836.7 |

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II. PAYLOAD

A. Q-Bay Preconditioning - Performance tests of the prototype Q-Bay Preconditioning Cart were completed 29 June 1971. Delivery of the first of seven production units is expected during July 1971. These carts will provide cooling air for temperature preconditioning of the camera bay and will eliminate up-to two hours of flight time currently required to adequately condition installed photographic systems prior to actual photography.

B. Photographic Sensors - Contract negotiations for acquisition of new lens systems for the B-2 and H cameras have been completed. Delivery of the new lens for the H camera is scheduled for November 1971, and delivery of the new B-2 lens is anticipated during March 1972. These new lenses should reduce color aberration and provide color correction over a wide spectral range which will improve the photographic capability of these camera systems.

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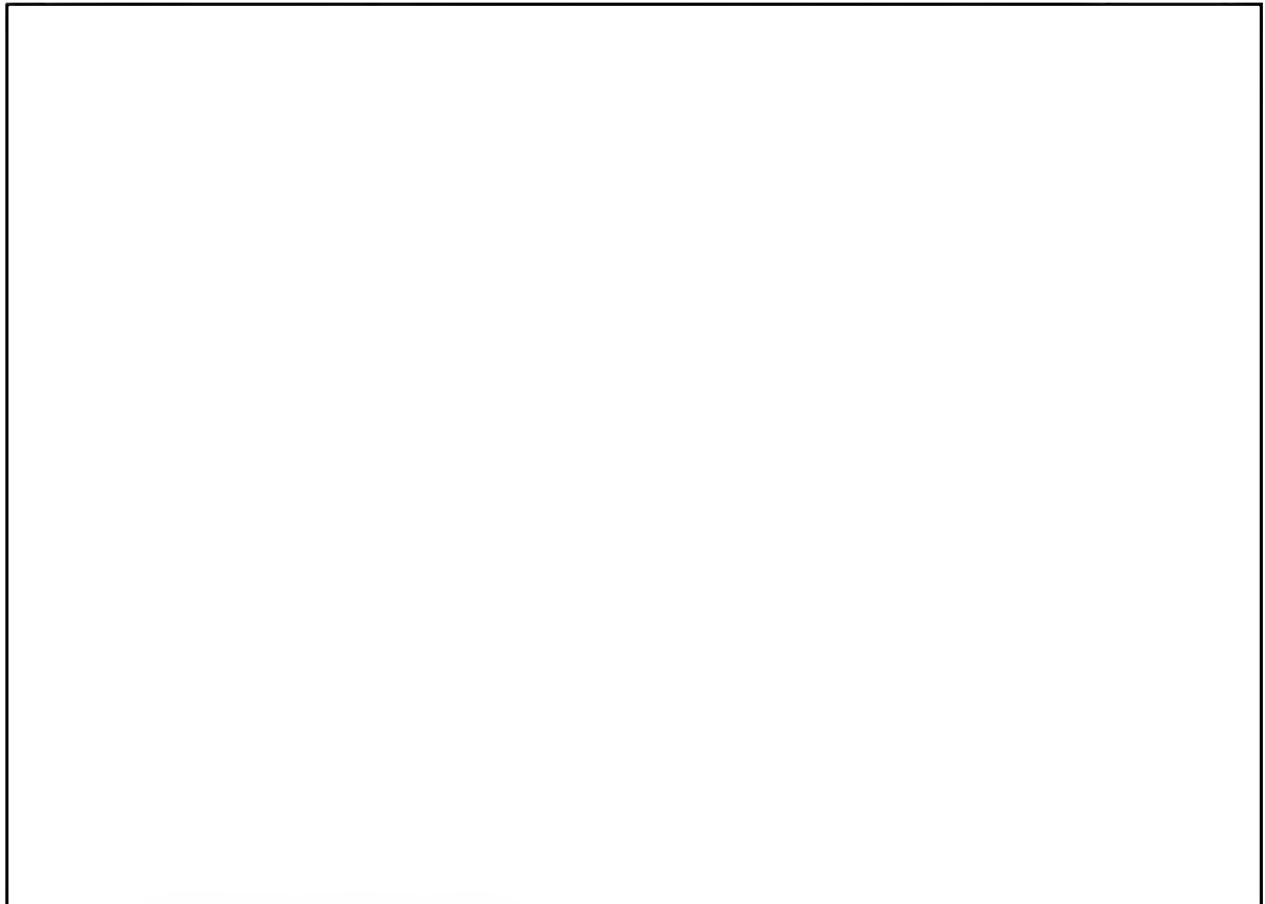
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B. Life Support Equipment

1. Six-Line Release - The test program covering Engineering Change Proposal (ECP) U-2R-61 concerning control of personnel parachutes is now progressing well. The whirl-tower tests at El Centro, California, have been completed, the test parachutists have been fitted with the full-pressure suits, and live jumps from 13,000 feet began during the second week of June 1971.

2. Tube Food Warmer - Discussions were held at Advanced Development Projects (ADP) Division, LAC, Burbank, California, with [redacted] in mid-May in reference to the Tube Food Warmer ECP. Apparently the test item failed when the food warmer

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temperature was elevated to the point of rupturing the tubes. A time delay relay will be installed in the production model set for approximately 140° F and 15 minutes. If successful in tests, this device should be installed in the aircraft.

3. Neck Dams for S1010 Pilot Protective Assembly (PPA) - Neck dams are being fabricated at the David Clark Company for insertion in one of the pockets of the S1010 PPA. This dam can be placed over the head (when the pressure suit helmet is removed) and attached to the neck ring. With such a dam, the pilot does not need to concern himself with taking on water in the pressure suit if he inadvertently falls out of his one-man raft. Similar dams to be placed on the wrists are also being fabricated at this time.

4. Rucksack Modification - The rucksack inflation device inside the -2A survival seat kit has been failing the four hour leak check performed as a part of the final functional check after IRAN. A recent ECP has been approved which will alleviate this leaking problem and speed the IRAN turnaround time for seat kits.

5. Partial Pressure Suit Inventory - A recent survey and inventory list of partial pressure suit life support equipment has been forwarded to Warner Robins Depot. This equipment is to be turned over to WRAMA for use in support of the NASA Earth Resources Project.

C. Training

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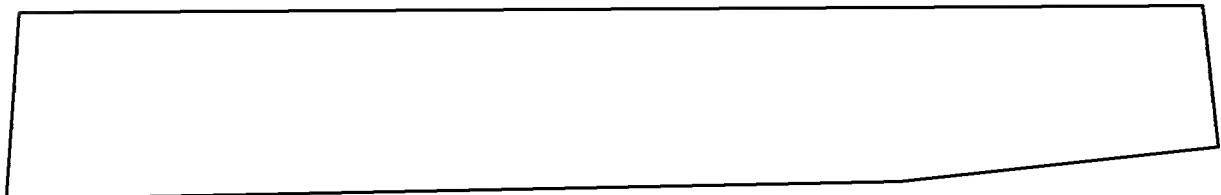
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2. Dilbert Dunker Training - "Dilbert Dunker" training was successfully completed for IDEALIST pilots at MIRAMAR Naval Air Station, San Diego, California, in preparation for "BLUE GULL" 25X1 training in August 1971.



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Section 2

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 April 1971 - 30 June 1971)

I. OPERATIONAL MISSION SUMMARY

Fourteen IDEALIST/TACKLE operational photo/SIGINT missions were alerted during this period. [redacted]

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These missions were planned to be flown a minimum of 20 nautical miles off the mainland China coast in compliance with current restrictions. [redacted]

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[redacted] Following is a summary of accomplished missions:

1. Mission C091C was flown [redacted]

This mission was designed to collect photo and SIGINT information along the Southeast China coast from just north of Hong Kong to Foochow. [redacted] programmed targets were covered, plus six bonus COMIREX targets and 13 bonus non-COMIREX targets, for a total of [redacted] targets. [redacted]

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2. Mission C111C was flown [redacted]

This mission was designed for photo and SIGINT collection along the North China coast from the Port Arthur area to south of the Shantung Peninsula. [redacted] programmed targets were covered, and additional 14 bonus COMIREX and 20 bonus non-COMIREX targets accounted for a total of [redacted] targets covered. [redacted]

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7. Mission C201C was flown [redacted]
This sortie was flown to collect photo and SIGINT information along
the China coast from Hainan Island to Hong Kong. Sixty per cent
cloud cover allowed only [redacted] programmed targets to
be covered. The pilot flew the route as briefed and there were no
unusual occurrences, sightings or activities reported. [redacted]

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8. Mission C221C was flown [redacted]
This sortie was flown to collect photo and SIGINT information along
the China coast in the Taiwan Straits area. The mission was designed
to cover five Chicom airfields [redacted] The 25X1
airfields as well as [redacted] COMIREX targets were covered with 25X1
only 15 per cent cloud cover.

II. GENERAL

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A. RED DOT - Ten sorties were flown in support of continuing
film tests using various camera configurations in the U-2C/G and the
U-2R.

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E. Aircraft Transfer - Two U-2C/G aircraft (348 and 349) were transferred to NASA and one U-2C/G (383) was transferred to Lockheed 25X1 during this period.



G. Hurricane Base Line - One sortie was flown to obtain photography of Gulf Coast areas for the Office of Emergency Preparedness.



III. PILOT AND AIRCRAFT STATUS (AS OF 30 JUNE 1971)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 3 U-2R

Pilots

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B. Detachment "H"

Aircraft

Pilots

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